

105TH CONGRESS  
1ST SESSION

# S. 1243

To amend title 23, United States Code, to enhance safety on 2-lane rural highways.

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## IN THE SENATE OF THE UNITED STATES

OCTOBER 1, 1997

Mr. KERREY introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

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## A BILL

To amend title 23, United States Code, to enhance safety on 2-lane rural highways.

1       *Be it enacted by the Senate and House of Representa-*  
2       *tives of the United States of America in Congress assembled,*

3       **SECTION 1. SHORT TITLE.**

4       This Act may be cited as the “Rural Highway Safety  
5       Act”.

6       **SEC. 2. RURAL 2-LANE HIGHWAY SAFETY PROGRAM.**

7       (a) IN GENERAL.—Chapter 1 of title 23, United  
8       States Code, is amended by adding at the end the follow-  
9       ing:

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1 **“§ 162. Rural 2-lane highway safety program**

2 “(a) ESTABLISHMENT.—

3 “(1) IN GENERAL.—The Secretary shall estab-  
 4 lish a 2-lane rural highway safety program (referred  
 5 to in this section as the ‘program’) to ensure the  
 6 systematic reconstruction of rural 2-lane arterial and  
 7 collector highways of substantial length that are not  
 8 on the National Highway System.

9 “(2) PRINCIPLES.—Reconstruction under the  
 10 program shall be carried out in accordance with  
 11 state-of-the-art principles of—

12 “(A) safe alignment and cross-section de-  
 13 sign;

14 “(B) safe roadside conditions;

15 “(C) safety appurtenances;

16 “(D) durable and safe pavement design  
 17 (especially long-term skid resistance);

18 “(E) grade crossing safety; and

19 “(F) traffic engineering.

20 “(3) COOPERATION WITH STATES AND PRIVATE  
 21 SECTOR.—The Secretary shall carry out the pro-  
 22 gram in cooperation with State highway departments  
 23 and private sector experts in highway safety design,  
 24 including experts in highway safety policy.

25 “(b) APPORTIONMENT.—For each fiscal year, the  
 26 Secretary shall apportion—

1 “(1) 50 percent of the amount made available  
2 under subsection (e) to the States in the ratio  
3 that—

4 “(A) the number of miles in the State of  
5 rural 2-lane arterial and collector surface roads  
6 that are not on the National Highway System;  
7 bears to

8 “(B) the number of miles in all States of  
9 rural 2-lane arterial and collector surface roads  
10 that are not on the National Highway System;  
11 and

12 “(2) 50 percent of the amount made available  
13 under subsection (e) to the States in the ratio  
14 that—

15 “(A) the percentage of the population of  
16 the State that resides in rural areas; bears to

17 “(B) the percentage of the population of  
18 all States that resides in rural areas.

19 “(c) SELECTION OF PROJECTS.—

20 “(1) IN GENERAL.—The States shall select  
21 projects to receive funding under the program based  
22 on—

23 “(A) criteria established in cooperation  
24 with the Secretary and other persons that give  
25 priority to highways associated with persistently

1 high rates of fatal and non-fatal injuries due to  
 2 accidents; and

3 “(B) to the maximum extent practicable,  
 4 value engineering and life-cycle cost analysis.

5 “(2) COMPATIBILITY WITH MANAGEMENT SYS-  
 6 TEMS.—To the extent that a State selects projects  
 7 in accordance with a functioning safety, pavement,  
 8 bridge, or work zone management system, projects  
 9 selected under the program shall be compatible with  
 10 each management system.

11 “(3) STATEWIDE TRANSPORTATION PLAN-  
 12 NING.—The selection of projects by a State under  
 13 the program shall be carried out in a manner con-  
 14 sistent with the statewide transportation planning of  
 15 the State under section 135.

16 “(d) REPORT TO CONGRESS.—

17 “(1) IN GENERAL.—Not later than December  
 18 31, 2003, the Secretary shall submit a report to  
 19 Congress on the results of the program.

20 “(2) CONTENTS.—The report shall include—

21 “(A) detailed travel and accident data by  
 22 class of vehicle and roadway; and

23 “(B) an evaluation of the extent to which  
 24 specific safety design features and accident

1 countermeasures have resulted in lower accident  
2 rates, including reduced severity of injuries.

3 “(e) AUTHORIZATION OF APPROPRIATIONS.—There  
4 are authorized to be appropriated to carry out this section  
5 \$150,000,000 for fiscal year 1998, \$125,000,000 for fis-  
6 cal year 1999, \$125,000,000 for fiscal year 2000,  
7 \$100,000,000 for fiscal year 2001, \$100,000,000 for fis-  
8 cal year 2002, and \$100,000,000 for fiscal year 2003.”.

9 (b) CONFORMING AMENDMENT.—The analysis for  
10 chapter 1 of title 23, United States Code, is amended by  
11 adding at the end the following:

“162. Rural 2-lane highway safety program.”.

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